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## NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on the side of the paper only.

No correspondence signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 16TH, 1905.

MESSRS. PATRICK J. HEALY and NG POON CHEW, of San Francisco, have collated a great mass of evidence bearing on Chinese-American relations. It reaches us in a "statement for non-exclusion," consisting of 255 closely packed pages. The authors assert that the anti-Asiatic exclusion crusade has been regularly bolstered with "grievances manufactured to order"; that the statements of the exclusionists are "unreasonable, ill-digested, and contradictory"; and that the charges of immorality and non-assimilation which are constantly urged against the Asiatic are generally made by "the very people who have no morals to boast of, and are doing all in their power to hinder the assimilation which they allege to be impossible." Most of this statement is directed to show that America does not suffer financially by the presence of the Chinese, the authors considering that "if it can be shown that the American people have not been injured in matters of dollars and cents by the presence of the stranger within our gates, nearly all the other charges will have little weight with practical people." We do not think they meant the implication to be quite so severe. The argument opens with a striking sentence—"The casual reader who thinks that our relations with China and the Chinese began here in California at the time of the discovery of gold may be reminded that we sent ships to China for tea during the Revolutionary War, and that the desire of the English Colonists in North America to get tea at reasonable rates was one of the contributing causes which

led to the Revolution and finally to our Independence." The history of American overtures to China in the early 'forties, when the habit of "coming in after the fight was over" had caused a mandarin to dub the Americans "second-class Englishmen" is amusingly set forth. In the early settlement of California, the Chinese were regarded as invaluable; "many writers refer to the services rendered by the Chinese in those early times, and there is a general agreement that his labour was a blessing." So far so good, but the authors of this statement appear at a loss to show the period and reason of the change of opinion. They suggest as "causes" two circumstances with which the Chinese had nothing whatever to do,—land speculation and the exhaustion of the gold field. In the case of the latter event, of course, the suggestion is that the services of the Chinese, being no longer indispensable, stirred the resentment of a people incapable of gratitude; but that is hardly a "cause." As a matter of probability, the origin of the trouble, which had already become "the Chinese question" in 1852, was the excessive immigration of worthless whites, attracted by the stories of gold finding. There was not a fortune waiting to be picked up from the ground for all of these; and they had, perforce, to think of earning a livelihood. As they were mostly of a class who prefer wages to be big and work little, it is not difficult to see how they would at once regard a people who were content to work hard for small wages. One of the "inflexible rights of man" was discovered by the GOVERNOR of California, the Hon. JOHN BIGLER, to be that of choking off competition by prohibitive taxation and legislative exclusion. After that the story is simple. Employers naturally preferred satisfactory labour at rates satisfactory to themselves; and it became a fixed and burning "question." The noble white man of the lazy proletariat resorted to his traditional arguments, persecution and persistent ill-treatment. The poor Chinese, already used to regard this sort of thing as the state in which it had pleased Providence to place them, bowed before the wind. Lately, he has acquired the idea that he is not under compulsion to suffer all such trials as come his way. It is true he has shown a tendency to push his protests indiscriminately, and to invoke the aid of brethren who fight not wisely but too well; in excuse, it may be urged that he is a novice in the art of revolt. When he is better informed, and has learned to avoid the excesses of reaction, we shall be able to sympathise with his efforts to secure a share of those boasted "inalienable rights of man." The Americans who wished for yellow labour, asked for it on the understanding that the Chinese were "excluded from citizenship" (vide Mr. PHILIP A. ROACH's minority report on a labour Bill) while those who favour a "white America" complain that the yellow immigrants are unwilling to become citizens. It is entirely a Trades Union question, a fight between capital and labour, and the Chinese have been forced into the position of "black-legs." They have been the scapegoats for scandalous treatment, physical and otherwise, the American Government giving what it allowed its people to snatch back again.

The late Mr. Atwell Coxon left estate of the gross value of £38,963.

It is reported that King Edward is going to make Baron Komura an honorary member of the Order of Merit.

Mr. Baerbohm Tree has succeeded the late Sir Henry Irving as president of the Actors' Managers' Association.

The distribution of prizes at St. Joseph's English College takes place next Friday, when H. E. the Governor will preside.

Admiral Sir E. Fremantle "thoroughly approves of the methods adopted by the Japanese in exercising a rigid censorship, lest information furnished might prove of advantage to the enemy."

A concert will be held at the Seamen's Institute, Kowloon, on Monday night. An attractive programme has been arranged, in which Mr. J. Inoué and Mr. L. A. de Gracia, with others, will take part.

The body of a Chinese infant was picked up in one of the streets of Yau-matui on Thursday by Inspector McDonald. A post mortem examination disclosed the fact that the child had been poisoned, and the body is detained pending inquiries.

The latest Volunteer returns indicate a loss of men in the commercial and artisan classes of the force, and an increase in the agricultural classes. Unfortunately, in many of the coast centres of defence, where good volunteers are usually found, there is a marked tendency to

The Silk ex C.P.R. str. *Empress of India* arrived in New York on the 14th Dec.

According to the will of the late Dr. Barzard, the value of the estate is £13,475, only one-tenth of which is bequeathed to the homes for children of which he was the founder.

Two of General Booth's granddaughters, Mary and Miriam Brannwell Booth, who are still in their teens, made 53 converts as the result of two meetings they conducted in the Croydon Theatre.

Laffan's correspondent at Des Moines (Iowa) telegraphs: Miss Elizabeth Heaton, a niece of Mr. Conger, the 14th minister to China, who last week was playing the part of Blod Barthia in "The Cricket on the Hearth," suddenly became blind yesterday, as she was walking in the street.

Members of the Hongkong Volunteer Reserve Association are reminded that the King's Park 200 yards range will be available for practice shooting from 2 o'clock to 5 o'clock to-day and from 9.30 a.m. to 12 o'clock on Sunday. Members may shoot each day for the "Governor's Cup," and there will also be a "Pool" competition.

"Writing to the *Express*, a man makes this pleasant statement:—'I and five others are employed at a warehouse in the east of London. Our sole work consists of unpacking goods from the Continent, effecting from them the brand of their foreign manufacture, stamping them 'Made in England,' then re-packing them for export to the colonies.'"

There was no doubt, said the Bishop of Peterborough, in an address, that the Japanese would adopt some new form of religion which would place them on an equality with the great nations of the world. "Whatever form it took, Anglican or Roman, he would thank God if it were some form of Christianity. A typical example, this, of episcopal intelligence."

Hongkong Hotel, Saturday, 15th December. Soup—Beef, Fish—Steak, Entree—Grilled Fillet of Beef and Tomatoes, St. John's, Wild Duck, Mongolian Patties, Curry—Lobster, Joints, etc.—Roast Australian Lamb and Mint Sauce, Roast Turkey and Cranberry Sauce, Boiled Bacon and Cabbage, Cold Corned Ox Tongue and Mixed Salad. Sweets—Scotch Pudding, Pineapple Ice Cream and Ginger Cake, Roach Tart, Topsy Cake. Dessert—Coffee—Fruits.

Although one may realise in fullest measure that buildings in London must be allowed to be set up on lines of the highest utility, one cannot view with equanimity the assertion that we are in for "an era of sky-scrapers," says the *Globe*. The latest suggestion is for the construction of a tower, which would escape the restrictions in the County Council's by-laws. The idea is to build steel structures in the form of four lofty square towers, about the height of the campanile of the Westminster Cathedral, connected by narrow necks with a central tower to contain staircases and lifts.

## CORRESPONDENCE.

## THE CANTON LEPELERS.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—I am very grateful for some good donations towards the Lepers Relief Fund. In order to relieve the worst forms of suffering during the next few weeks we will need some more help. We hope that some more friends will remember these suffering lepers.

Please acknowledge the following contributions and oblige.—Yours truly,

ANDREW BEATTIE.

A Chinese Friend... £25  
J. J. Tavarra, Esq... 5  
A Parise Friend... 20  
A Parise Friend... 5

## CHRISTMAS ENTERTAINMENT TO THE POOR.

To-morrow (Sunday) the energetic committee of the Catholic Union will hold their seventh annual Bazaar of Toys to provide funds for the purpose of giving Christmas treats to about 700 poor children and 200 old people. The Bazaar will be held in the compound of the Roman Catholic Cathedral, from 9 to 11 p.m. The price of admission for adults is 50 cents which entitles the holder of the ticket to a souvenir. Children will be admitted free. The committee have worked very hard and have made special arrangements with Santa Claus for a large and varied display of toys, picture books, crackers and many other articles which appeal so much to the hearts of the young ones at the festive season. Visitors to the Bazaar will find toys to suit the pockets of all, apart from the fact that by patronizing this fair they are assisting the hard-working committee of the Catholic Union in their laudable and charitable work of gladdening the hearts of these poor children and old people on the festive season when peace and good will should reign among men. The committee also request us to state that they will be pleased to receive from all charitably disposed ladies and gentlemen anything in the way of toys, picture books, soap books, sweets, cakes, or bonbons to be distributed to the poor children in the rooms of the Catholic Union on Christmas Day at 3 p.m. when they will be gathered for a tea party. The committee will also be pleased to welcome any ladies and gentlemen who would like to be present on that occasion. The Bazaar starts at 9 p.m., but the children's stalls and the tea-house will be open from 4 p.m.

## TELEGRAMS.

[REUTER'S SERVICE.]

## THE NORTH BORNEO DINNER.

LONDON, 13th December.

At the North Borneo dinner Mr. W. C. Cowie, dwelt on the extraordinary development of railways and the production of manganese; the latter alone would soon be worth many millions; smokeless coal was also among the possibilities of the territory. Sir West Ridgway eulogised the work done by the company whose policy was bound to meet with its reward. Sir Charles Jessel responded for the State of North Borneo.

## THE RECENT STRANDING OF THE "ASSISTANCE."

LONDON, 13th December.

The Admiralty does not concur in the finding of the court-martial, exonerating the Captain of the *Assistance*; the Admiralty relieves the Captain of the *Commonwealth* of his command, and censures the Captains of the *Hindustan*, *Canopus*, and *Arrogant*, all of whom were lying in Tetuan Bay when the *Assistance* stranded, and superseded four Lieutenants, who were officers of the watch.

An Admiralty minute also regrets that Admiral May selected an unsafe anchorage for the *Assistance*.

The newspapers, while regretting the punishment of meritorious officers, commend unanimously the decisions of the Admiralty, in view of the supreme necessity of upholding the efficiency of the navy.

## THE EMPRESS OF BRITAIN.

Fourteen years ago three steamers were launched for the Canadian Pacific Railway to maintain a swift steamer service across the Pacific from Vancouver to Japan and China. The three steamers were then the largest and fastest steamers on the Pacific, and they were the largest vessels belonging to the Canadian Pacific Railway. Their tonnage was slightly over 6,000 tons. The *Empress of Britain*, which has just been launched for the same owners, is 14,500 tons. The difference between the tonnage of the new steamer and the tonnage of the three *Empresses* launched in 1891 gives a very fair measure of the rate at which the tonnage of large steamers is increasing. In 1891 there were only two steamers in existence over 10,000 tons, and they were only 5,000 tons above that figure. There are now nine steamers above 20,000 tons, and two are building which will exceed 30,000 tons. The *Empress of Britain* is the first steamer of over 10,000 tons belonging to the Canadian Pacific Railway, and she and her sister ship, the *Empress of Ireland*, will be for a time the largest steamers, and probably the fastest, running between England and Canada. When they begin to run in the spring of next year there will be no little interest in the comparison of the results of their working and the working of the Allan turbine steamers which began to run in the spring of this year. The *Empresses* are not turbine steamers, and therefore it will be interesting to note whether they can give as good an account of themselves as the turbine steamers of the Allan Line. Next year there will be six steamers of over 10,000 tons running to Canada. Eight years ago there was not one steamer of more than 5,000 tons sailing between England and Canada.—*Daily Graphic*.

## THE DUFF DEVELOPMENT COMPANY, LTD.

The third ordinary general meeting was held on Nov. 10th at Winchester House, Major G. Wemyss presiding.

The Chairman said the policy to be adopted must depend very largely on the amount of funds at disposal, but the minimum policy was that suggested by Mr. Morrison in his report of Sept. 8th. Stated briefly, this policy was to continue operations in the Soko to an expenditure not exceeding £1,200 a month, which would admit of considerable development being done on the Galaxia and Manassas deposits; to thoroughly prospect the river and alluvial flats by means of the prospecting dredger, supplemented by a boring plant; to encourage independent prospecting by Chinese on terms already arranged by Mr. Duff and accepted as satisfactory by the Chinese; and to encourage planters, European and Chinese, to take land on their own account. It was estimated that this work can be carried out for one year at a cost of about £20,000 in addition to the local revenues. It was hoped that during the first six months of next year the Kelantan Gold Dredging Company would prove ineffectual; the value of the river as a dredging proposition. If the results were as satisfactory as expected the question will arise whether it would not be advisable to put some large dredgers of their own on the river, or let off a portion of the river to a subsidiary dredging company.

The directors suggested the following scheme:—The creation of a debenture issue of £100,000; the debentures to be in the form of stock bearing interest at the rate of 6 per cent. per annum; the debenture stock to be repayable at par on Dec. 31, 1910, or at any time after two years, at the option of the company at 5 per cent. premium, on three months' notice; £50,000 of this debenture stock to be issued at once. As an inducement to shareholders to subscribe to the "issue," the directors propose that the capital of the company should be increased by £100,000, and that the debenture stock holders should be given the option for a period of two years of exchanging their debenture stock for an equal amount of these newly created ordinary shares at par. Most of the large shareholders had signified their intention of taking up their proportion of the stock. The proportion which a shareholder would have to take up to protect his proportionate interest in the company was about one-eighth of his ordinary shareholding.

Mr. R. W. Duff seconded the motion to adopt the report, and said that from the formation of the company to June 30 last £59,000 had been spent on mining, prospecting, and development, dredging, transport, clearing, administration, depreciation, &c. £29,205 had been expended on equipment and stores, and £2,209 remained in cash and bank debts.

After a discussion the motion was adopted. The retiring director, Mr. C. G. Paterson, was re-elected.

## THE LINCHOW AFFAIR.

FURTHER INVESTIGATIONS NECESSARY.

Our Canton correspondent writes on Dec. 14th:—I am informed that the investigations which were conducted at Linchow will be continued here, owing to the departure from Linchow of the Sub-prefect, whose evidence has yet to be taken. There are also minor points which have to be cleared up, and another voyage to Linchow may be necessary. The second investigation will be made by the American Vice-Consul, who will witness the execution of the other criminals. The report of the Linchow commission fills 300 foolscap pages and will be typed before it is sent to the U. S. Government. I understand that the Hongkong Typewriting Bureau has been engaged to do the work, several copies being necessary.

The following are translations of the three proclamations issued by the Taotai Wen during his stay in Linchow.

(I). I, Wen Tsung-Yao, have been specially deputed by H. B. Viceroy Shum to investigate the Linchow Massacre. There need be no apprehension; innocent people will not be involved in the affair. Those people who were arrested have been tried, and it has been proved that they participated in the massacre. They have been sentenced according to the degree of their guilt. None of them have been wrongfully punished. So serious a case seldom occurred. The following are the names of criminals who have run away and have not yet been arrested: Shew-Yen-Yung, Lo-Ah-Kee, Lo-Sam-Hing, Tang-Yun-Koo and Tang-Hung-Koo. These men must be arrested and punished. The punishment meted out to the guilty who have already been sentenced does not absolve those who have absconded; all the gentry, merchants, officials and the people are therefore requested to report to the authorities should they come to know the whereabouts of these five men, so that they may be arrested and punished. They should not hide them. I have memorized the Viceroy to pardon those ignorant men who were present at the massacre but who did not take any part in the riot.

They may return to their villages without fear. The soldiers are requested not to go round the different villages to frighten and blackmail the peaceful inhabitants under the pretence of searching for the escaped criminals. I command all to take notice of and obey this order.

(II). The public is hereby informed that the Catholic and Protestant religions exhort people to be virtuous. Chinese subjects who adopt the Confucian, Buddhist, Taoist, Catholic, or Protestant creeds are, and remain, Chinese subjects. I, Wen Tsung-Yao, regard all the Chinese subjects who have become Catholics or Protestants as brothers. Those who have become either Catholics or Protestants must not look down on those of their countrymen who are not of the same faith. Chinese non-Christians should bear no ill-feeling against those who have adopted the Catholic or Protestant religion, but all Chinese subjects should observe the law and love each other; they should strive to be good men and loyal subjects of China. Those who break the laws of China, no matter whether they be Catholics or Protestants, or members of any other religion, will be tried and dealt with in the same manner. This unfortunate massacre happened very suddenly and I, Wen Tsung-Yao, have been deputed by H. B. the Viceroy to investigate. I have now completed my mission and am about to return to Canton. I command all to take notice of this proclamation and trust that no ill-feeling will henceforth exist between yourselves, and that you will live in peace with each other.

(III). This proclamation is issued to inform the public that I, Wen Tsung-Yao, have been deputed to investigate the Linchow Massacre. Witnesses on both sides have appeared and their evidence has been taken; by this means we have arrived at the truth and learned how the sad affair occurred. The inquiry is now completed and I, Wen Tsung-Yao, am now returning to Canton to report to H. B. the Viceroy that I have done my duty. All those people who have appeared as witnesses, no matter to what creed they belong, should not be molested by the people for giving evidence. Nobody should try to take revenge on them for doing so. It is on account of this that I have issued this proclamation, and I command you all to take notice, etc.

## THE PROJECTED RAILWAY IN BRITISH NORTH BORNEO.

Reuter's Agency is informed that it has been decided to construct a line of railway right across British North Borneo. The line will form a continuous connection between the east and west coast, and when completed will be of a total length of 250 miles. The extension will commence at Tenom, 90 miles from Jesselton, the principal coastal terminus on the China Sea, and traversing some of the most valuable timber lands of British North Borneo, will terminate at Cowie Harbour, on the east coast. The extension is estimated to cost £1,500,000 and will be constructed in sections. It is intended to grant to the company which will be formed to carry out this scheme alternate blocks of land, each 40 square miles in extent, which can be utilized for rubber, tobacco, &c. A considerable portion of the line, which runs close to the Dutch boundary, will traverse country inhabited by some of the wildest tribes of these regions.

LUCIFER SCIENTIFIC DIAMONDS.—Dazzling in their brilliancy, Lucifer Diamonds attract the Hongkong public as a serpent does the bird. To see the brightly lighted and bejewelled windows causes one to stop and gaze therein, which in turn means to enter the shop. Inside there is a wonderful display, and seldom, if ever, does an entrant leave without becoming possessed of one or more of the many beautiful designs in jewellery, set with Lucifer Diamonds, displayed in the show-cases. The shop is well worth a visit.

## A NEW P. AND O. STEAMER.

More than usual interest attached to the English mail this week as it was brought by one of the new large steamers being placed on the Far Eastern route by the P. and O. Steamship Company and named about 18 hours before it was expected. Indeed she has practically created a record for the run from Singapore, having left the latter port at 8 o'clock on Sunday morning and arrived here at 6 o'clock on Thursday evening, and accomplished that against the monsoon.

The *Delta*, as the new twin-screw steamer has been christened, was only completed in October last and sailed from London on the 28th of the same month for Bombay, thence to Colombo, where she picked up the China mail. She had a full passenger list and as all kinds of weather were experienced, those on board had ample opportunity of learning her merits and domestic under the latter head there is little that calls for remark, but under the former there is much to be said. A big, roomy ship one is impressed by her great beam. The decks are the widest seen out here, giving comfort for the passengers and affording them ample scope for all sorts of entertainment. In fact comfort is written all over the ship. There is nothing ornate in the saloons, which are furnished very simply but with a view to convenience. Austrian oak is the prevailing design in the first class saloon, while the panels of the ladies' saloon and music room are covered with pink silk. Another innovation is that the port-holes can be covered by raising a sliding panel, which is at the same time a mirror, and the effect of this at night is very pretty. Of course electricity is the lumina employed, while telephones are fitted in several parts of the ship. The old-fashioned punkah has been replaced by the electric fan, and the various devices for ventilation are thoroughly modern. The cabins are fairly large, while each block has its own bathroom and conveniences, an arrangement which has only to be mentioned to show its value. She has three passenger decks which are more commodious than those on the average steamer, and speaking generally, the *Delta* shows a decided improvement on the other vessels. For those who are nervous of shipwrecks, there is reassurance in the appearance of the nine life boats; the steam launch gig and outrigger with the admirable arrangements for launching them.

Of 5,000 tons gross, a capacity for 7,000 tons of cargo, and carrying 240 passengers, the *Delta* is a fine type of vessel, which can also be utilized as a transport, having transport decks fore and aft. She can maintain an average speed in all weathers of 15 knots, and among other innovations on board are the patent telemotor for steering and the powerful steam cranes for dealing with the cargo.

There was a full passenger list as far as Bombay, and all were delighted with the ship.

## WEI-HAI-WEI SCHOOL.

PUBLIC EXAMINATION.

The results of the examination conducted by the College of Preceptors at the school in June last have recently been received, and will be generally admitted to be highly satisfactory.

One of the more promising candidates had unfortunately to leave the school previous to the examination, and his place was taken at short notice by another. The latter failed to pass the Second Class—or Junior—examination in one subject, but receives the Third Class certificate.

Of the remaining eleven candidates three took the First Class—or Senior—papers, four the Second Class—or Junior—and four entered for the Third Class examination.

One of the Senior candidates failed to satisfy the examiners, but obtained a Junior certificate. Of those entered for the Junior examination one failed by a narrow margin of five marks and is awarded the Third Class certificate. The Third Class candidates all passed. One boy, C. C. Walker, obtained "honours" and "distinction," i.e., not less than 75 per cent of the maximum in given subjects, was awarded by W. H. Edgar, W. W. Connor, and C. C. Walker in Drawing, Scripture, History and Geography respectively.

It is worthy of note that in the supplementary lists, published in the "Educational Times," of successful candidates examined in foreign centres, W. H. Edgar heads the list of all boys examined outside Great Britain, and W. A. Lorenzen is placed fourth.

The subjects in which boys satisfied the examiners are Scripture, History, English, Geography, English History, Arithmetic, Algebra, Geometry, Latin, French, German, Book-keeping, Drawing and Showhand. In Latin the set books were Caesar's Commentaries, Books IV and V, and in English, Shakespeare's "Julius Caesar."

When it is remembered that all the boys in the "Upper School," doing the regular curriculum, were, without exception, entered for the examinations; that their ages approximate to the ages of candidates for the different classes at home; and that the dull and backward boy is not excluded by a system of entrance examinations and "supernumeration," it will readily be agreed by all interested in the individual candidates and in the school that they have cause for congratulation.

The results are also an effective reply to those educational Jeremiahs who so often lamentingly ask, "Can any good thing come out of the East?"

## LIST OF CANDIDATES.

First Class, or "Senior":—W. H. Edgar and M. A. Lorenzen, Newchwang.

Second Class, or "Junior":—J. M. Bandinel and G. W. Lorenzen, Newchwang; J. P. Moller and W. B. Koops, Shanghai.

Third Class:—W. W. Connor, Taku; G. A. Bayors and C. C. Walker, Shanghai; T. C. Connor, Taku; E. Grimble, Hongkong; D. Toulmin, Shanghai.











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Hongkong, 8th December, 1905. [2706]

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TERMS VERY MODERATE.  
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Hongkong, 4th September, 1905. [2056]

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Hongkong, 4th August, 1898.

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**AFTER  
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In many obstinate cases in which other medicines had failed, Angier's Emulsion has proved completely successful. Although mild and bland, it has most pronouncedly stimulating a weak stomach and restoring lost appetite. It is prescribed by the medical profession not only for chronic dyspepsia, chronic diarrhœa and dysentery, and stomach catarrh and ulcer, but also for lung affections and all wasting diseases, for debility after fevers, measles, etc., and in all cases where appetite and digestion are impaired. As petroleum is not animal oil it is acceptable to all cases. Furthermore in its preparation, the Emulsion is untouched by hand.  
**CAUTION.**—Do not risk disappointment or worse by trying imitations made with ordinary petroleum. Be sure to get Angier's. In three sizes; of Chemists and Dealers.  
THE ANGIER CHEMICAL CO., LTD., 31 & 33 Snow Hill, LONDON, ENG.

### JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong, 15th December, 1905:—The unequal struggle between a rising sterling exchange, tight money and the stock market, still continues, and rates generally are adversely affected. In the early part of the week, when exchange looked like weakening, a small sound investment business was induced, but the temporary improvement was very short lived, and with higher quotations for silver, rates again had to succumb, and we have finally reported a general all-round drop which has been assisted by a decided weakness in the Shanghai market.

**BANKS.**—Hongkong and Shanghai, after small sales at \$880, were negotiated at \$875, and later at \$870, the market closing with sellers at the latter rate. Nationals unchanged and without business.

**MARINE INSURANCES.**—Unions, after sales at the reduced rate of \$74, have further declined to \$720 with sales and further sellers at the latter rate. China Traders have ruled fairly steady at \$90 but a few small sellers rule the market at time of closing. Cantons have fallen to \$825 without business. Yangtzes and North Chinas unchanged and without any local business.

**FIRE INSURANCES.**—No change or business to report.

**SHIPPING.**—Hongkong, Canton and Macao have changed hands in small lots at \$25, the market however closes weak with no further buyers over \$24. Indo-Chinas have been placed at \$93 for the settlement on the 29th inst., but close weaker at \$92. Shell transports have declined to 24s. 6d. on the report of 1s. dividend. We have nothing else to report under this heading.

**MINING.**—Raubas are enquired for at \$3.50 to \$3.75.

**DOCKS, WHARVES AND GODOWNS.**—Hongkong and Whampoa Docks have found small buyers at \$194 but not understanding a report of more work at the Docks the market closes weak at \$184. Kowloon Wharves have been placed at \$108 and 103, closing steady at the latter rate. Farnhams have declined to Shanghai to 12s. 12d and Hongkong Wharves to 12s. 2d.

**LANDS, HOTELS AND BUILDINGS.**—Hongkong Lands have been placed in small lots at \$125 and Hotels at \$150, both stocks closing with sellers. Humphreys have found buyers at \$12, and more could be obtained at that rate. We have nothing else to report under this heading.

**COTTON.**—Hongkong remains unchanged with sellers and no business at \$14, quotations for Bwos and Internationals come in lower from Shanghai at 12s. 6d and 12s. 4d.

**MISCELLANEOUS.**—Alabamas and Philippines are enquired for at quotations, and small sales are reported. Fenwicks have changed hands at \$25 (old). Green Islands at \$23; and China Light and Powers at \$9. Watsons are quoted at \$12, but none appear to be available. We have nothing else to report under this heading.

### THE ODESSA MASSACRES.

NEARLY 1,000 KILLED.

The Times says:—Of the 6,000 victims of the riots it has been ascertained that 900 were either killed outright or died of wounds. The bodies of 313 of these have been removed to the Jewish cemetery, and 651 are lying in the various Christian cemeteries.

Th. Governor, having summoned the editors of all the local papers to wait upon him, invited them, under pretext of the necessity of allaying public excitement, to abstain from publishing any descriptions or illustrations of the rioting and massacres of last week. Otherwise his excellency would be unable to guarantee that the trouble would not recommence. The editors, understanding that these words constituted a threat of fresh massacres, decided to accept the hint.

A local rabbi is collecting signatures to an address to be presented to the Governor, who is regarded as mainly responsible for the massacres, thanking him for the measures taken in defence of the Jews. The Jewish community at large are most indignant at this project and refuse pointblank to sign the address. The rabbi, under the influence of the police, is telling his co-religionists that there will be fresh massacres unless they support the address.

Anti-Semitic disturbances are now in full swing throughout the Odessa district. Agitators have been sent from Odessa, and are inciting the villagers that the authorities have received an Imperial Ukase commanding the extermination of all Jews. The result has been wholesale slaughter and pillage in the villages. The local authorities either depart or themselves participate in the massacres. The Zemstvo has implored the Governor-General for assistance, and troops have been dispatched to the disturbed localities.

The merchants have petitioned the Minister of Finance to proclaim a moratorium of six months. A moratorium is a general "grace" period, during which all obligations are understood to wait until the special circumstances preventing their fulfilment are removed. — Ed. H.D.P.]

### JAPANESE PLATE GLASS.

The Japan Chronicle says:—We have previously referred to Shimada glass manufactory of Osaka as the only establishment of its kind in Japan. Here sheet glass turned out during the first ten months of this year amounted to about 145,000 square feet per month on an average, representing an increase of about 13,000 square feet on the monthly output during the corresponding period of last year. The existing plant of the firm is considered inadequate to the demands made upon it. At present 350 operatives are employed, half the number in making sheet glass and the remainder in making glass ware. The highest wage paid to any operative is 1.5 yen per day, and the lowest 20 sen. The average wage being 1 yen per day per head. It is interesting to know that wages at present show an increase of 30 per cent. as compared with the rate paid three years ago. Mr. Shimada, the proprietor of the factory, who is himself an expert glass worker, recently returned from a tour of inspection of the glass industry in Europe and America, and he is now making preparations for the extension of the factory; which will be taken in hand early next month, with a view to extending the market to China and Korea. It is believed that the factory will be taken up by the Government at some future time, and it is known that the travelling expenses of Mr. Shimada and the funds for the recent purchases of machinery and plant were not defrayed by Mr. Shimada himself. The following figures show the quantity of sheet glass imported from abroad in the last seven years:—

	Quantity.	Square feet.	Value.
1898	...	243,208	1,266,377
1899	...	107,574	532,915
1900	...	172,047	1,043,832
1901	...	267,771	1,581,070
1902	...	227,763	1,138,332
1903	...	...	...
1904	...	...	...

### PATENTS IN CHINA.

Instructions concerning the law as to Patents have been issued by the Board of Commerce to the Viceconsuls and Governors of provinces. The Board points out the meaning and value of the law as in other countries, and says that lately Chinese merchants who have the advantage of obtaining Patents have applied for them for imitations. Now that commercial treaties have been made with America, Japan and other countries in which China has agreed to grant Patents to foreign manufacturers, rules and regulations on the subject are being considered, and will be issued shortly. From the date of receipt of these instructions, merchants, whether Chinese or foreign, when applying for patents shall notify the Board of Commerce, and be registered, and their applications will be considered after the regulations have been sanctioned. Those Patents granted before the issue of this instruction will remain in force but no new ones shall be granted.

The first essential  
for the preservation of the teeth  
is to keep them clean.

## CALVERT'S Carbolic Tooth Powder

makes the use of your toothbrush so much more complete and satisfactory, because it perfects the cleansing, and also supplies the necessary antiseptic properties.

It is thoroughly pleasant to use, and leaves a clean refreshing taste in the mouth.

F. C. CALVERT & Co., Manchester, Eng.

Calvert's Prickly-heat Soap

is delightful for both and toilet use, and being antiseptic, also relieves any annoyance of prickly-heat or other skin irritation.

MAKES THE SKIN  
AS SOFT AS  
VELVET

**SAROLA**

Removes all  
ROUGHNESS,  
REDNESS, HEAT,  
IRRITATION, TAN, and  
KEEPS THE SKIN  
SOFT, SMOOTH, and WHITE  
ALL THE YEAR ROUND.

Delightfully COOLING & REFRESHING  
during the summer.

Bottles 1/6, 1/3, and 2/6 each.  
**M. BEETHAM & SON, Chesham.**

### TO CHINA BY RAIL.

A POSSIBLE DEVELOPMENT.

We have several times written on the subject of overland routes to China, but the following extract from *Engineering* seems to show latest opinions:—It has been a cardinal principle of Russian policy that the construction of a Southern Asiatic railway was by all possible means to be prevented, and as such a system would have been fostered by railway development in Central and Southern China these were also opposed. It was mainly through her impossible direct and continuous railway connection between the Mediterranean and the Yellow Sea. Now that Russia cannot play in Asiatic development, the part of the dog-in-the-manger the Persian veto on the southern all-rail route across the Continent may be held as subject to revision: International jealousies apart, the first link between Europe and such a railroad, would be the German line across Asia Minor, beginning on the Asiatic side of the Bosphorus, and ending at the harbour of El Koweit, on the Persian Gulf, a total distance of 1,750 miles. But the fact has been recognized that the Power in possession of this so-called Bagdad Railway would command the intercommunication of three continents; and as the ambitions of Germany cover so large a surface, it is in the last degree undesirable that the key of the Asiatic railway system should come into German hands. A Southern Asiatic railway system which should start within a sphere where British influence is secure is found in Arabia; and it is proposed to connect the Mediterranean with the Persian Gulf by a line beginning at Alexandria, crossing the Isthmus of Suez to the Gulf of Akabah, and continuing thence to Bussorah and Koweit. This line is 500 miles shorter than the German road, which starts from the Asiatic side of the Bosphorus, but it would entirely lack the advantage possessed by the German system of being a direct railway communication with Europe. Between El Koweit and the frontier of Baluchistan, where British influence is again supreme, comes 700 miles of Persian territory, which is assumed, cannot be much longer closed to railway enterprise. There remains but 520 miles to connect the new system with the Indian railway at Kurrachee. From this latter point to the frontier of Burma, the interval of 2,500 miles is already traversed by railways, and a line supplementary to that system is now in process of construction through British Burma. The terminus of this latter is on the Chinese frontier at Kunglung Ferry, between which and Shanghai there remains a distance of 1,600 miles. The covering of this by the iron road is already in progress, and combining the various sections of the system thus outlined, we get a total of 6,870 miles, of which fully one-third has already been constructed, and of which some important links are in course of being supplied.

### CURIOUS ARABIC BELIEFS.

There is a passage in one of the ancient Arab histories in which the statement is made that "the white people come from the other side of the sea," and that perfectly plain and intelligible statement has been so distorted that the belief widely prevailed throughout the Western Sudan that the white men came from the bottom of the sea. This belief has been found to exist both in British and in French territory. It was, indeed, on one occasion (the *Figaro* says) turned somewhat ingeniously to account by a Fulani Emir whose country was situated some distance from the Niger. In the early days of our occupation of the Niger territory our activity was, for obvious reasons, confined to the immediate neighbourhood of the river. This was held to be strong confirmation of the theory as to the origin of the white man, and the Emir in question actually informed his subjects, who were growing disturbed at the stories they had heard of the white men's prowess, that they had not yet been from the water! The fact that a high official took his tub daily was further considered confirmatory evidence of the submarine origin of the white men.

There can be no doubt, also, that the Arabs, in order to retain their influence over the natives, spread broadcast the statement that the white men were cannibals. The fact that they did not eat black men was explained as due to their devilish cunning. They wanted to make themselves strong in the country before beginning their horrid practices; but, as they could not altogether do without this kind of food, they brought human flesh with them in tins, thus were the tinned meats of the white man made to support this weird invention. It was only when his men refused to eat the remains of a tin of meat of which he had himself partaken that a well-known explorer at length learnt the legend.

This was in East Central Africa, but in West Africa a French expedition had the unfortunate experience of finding a portion of a human finger—cut off, no doubt, by some accident—in a tin of meat. Here was fresh and conclusive confirmation of the story, in which the people had almost ceased to believe, and it was only after a considerable lapse of time that the idea was at length eradicated.

### CHURCH SERVICES.

St. Peter's Church, Queen's Road West. Third Sunday in Advent. Morning prayer 11 a.m. Venite, Russell; Te Deum, Oakley; Benedictus, Garrett; Gospel, 7. 28, 296, and 46; Kyrie, Tuckermann. Holy Communion 12.15. Evening Prayer 6.30—Cantate, Croft; Deus, Goss; Hymns, 12, 281, 506, and 24.  
The Church lunch *Dayspring*, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 6.15 and 8 p.m. (Kowloon Police Pier 10.30 and 8 p.m., returning afterwards. The "Answering Bell" is the bell ring. All the sittings are free and unappropriated. Visitors welcome. Books &c. provided. Sunday School 10—10.45 a.m.  
ASHLEY ROAD HALL, Kowloon, No. 6, Ground Floor—Services. Lord's Day, 11 a.m. Breaking Bread. Lord's Day, 6.30 p.m. Gospel Meeting, Tuesday, 7 p.m., Bible Class. Thursday, 7 p.m. General Meeting. Saturday, 7 p.m., For Meeting.

## AN HOUR IN HAVANA

If the finest quality blend of HAVANA TOBACCO made by skilled scientific labour counts for anything.

## THE YOUNG AMERICAN CIGARS

Must be the best value in the WORLD.

THEY ARE

If you have

not tried them

already buy a box at

once from your Cigar Merchant.



AGENTS:—

THE HOLLAND CHINA

TRADING CO.

SHANGHAI, HONGKONG AND TIENTSIN.

## TELL YOUR FRIEND.

THAT WE WILL, FROM THE 14TH TO THE 23RD INST. INCLUSIVE, REFUND TO OUR CUSTOMERS, WHOSE PURCHASES ARE MADE ON ANY DAY TO BE SUBSEQUENTLY FIXED BY DRAWING, BETWEEN THE DATES ABOVE MENTIONED, 50 PER CENT. OF THE AMOUNT OF PURCHASE, EITHER CASH OR CREDIT.

THE DRAWING WILL TAKE PLACE AT OUR OFFICE ON THE 26TH INST.

N.B.—Wholesale dealer purchases are excluded from this offer.

## GREGOR & CO.

WINE MERCHANTS.

19, QUEEN'S ROAD.

[45]

## Vinolia Soap Cream Powder

For the Complexion.

VINOLIA SOAP—5 Kinds—Premier, Floral, Medical, Toilet (Otto) and Baby.  
VINOLIA CREAM—For Itching, Face Spots, Eczema, and all Skin Irritation.  
VINOLIA POWDER—For Redness, Roughness, Toilet, Nursery, etc.  
VINOLIA SHAVING SOAP—Sticks and Cakes. "Gives a beautiful lather."

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## USEFUL CHRISTMAS GIFTS.

CHRISTMAS & NEW YEAR CARDS of newest designs.  
FILM or PLATE CAMERAS fitted with "Rosa," "Dallmeyer" & "Goetz Lenses"  
PLATES, PAPERS & CHEMICALS, absolutely fresh.  
EASTMAN CELEBRATED KODAKS & FILMS.

WE IMPORT these goods thus enabling us to offer them at rock-bottom prices. We invite you to call and inspect our New Stock before making your Christmas and New Year purchases elsewhere.

## A. TACK & CO.

26, DES VŒUX ROAD, HONGKONG.

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The Real Thing At Last!

**FUSSELL'S PURE RICH CREAM**

GOLDEN BUTTERFLY BRAND.

IS NOT A Makeshift NOR A Substitute but PURE Mountain Pasture CREAM. Guaranteed free from Preservative and put up in Sterilized Tins. Keeps good in ANY CLIMATE for MANY MONTHS. On sale almost everywhere, but if any difficulty in procuring it, apply to  
**H. RUTTONJEE, HONGKONG.**  
Agents wanted in French, Russian, and Portuguese districts. Apply to  
**FUSSELL & CO., LTD., LONDON, ENGLAND.**

[390-1]

## USE ONLY and USE ALWAYS

**ATKINSON'S**

MOST REFRESHING.

A LUXURIOUS PERFUME IN HEALTH.

Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS.

**EAU DE COLOGNE**

2519



## SHIPPING.

**ARRIVALS.**  
 ANPING, Chinese str., 1,153, J. Warwick, 15th Dec.—Shanghai 12th Dec. General—Chinese.  
 CHOWTAT, German str., 1,115, H. Tector, 14th Dec.—Bangkok 7th Dec. Rice & Timber.  
 DECEMA, German str., 794, Schallender, 15th Dec.—Fenchow, Amoy and Swatow 14th Dec. General—Osaka Shosen Kaisha.  
 GUNDEL, British str., 4,140, J. F. Worrie, 15th Dec.—Bomlay 26th Nov. General—Nippon Yusen Kaisha.  
 GLENKOTE, British str., 2,349, W. T. Larkins, 14th Dec.—Singapore Dec. 9th, General—Chinese.  
 HOPKINS, British str., 1,359, J. M. Hay, 14th Dec.—Hong Kong 12th Dec. Coal—Jardine, Matheson & Co.  
 JOHANN, German str., 952, Island, 15th Dec.—Hiphong 11th and Hothow 13th Dec. Rice, Wood, Pigs and Bullock—Jensen & Co.  
 KONG PING, Chinese str., 1,742, Symons, 15th Dec.—Amoy 14th Dec. General—Chinese.  
 TEAN, British str., 1,346, Brown, 15th Dec.—Manila 12th Dec. General—Butterfield & Swire.  
 THODE, Fagertund, Norw. str., 452, G. Kamfjord, 15th Dec.—News (N.S.W.) 23rd Nov. Coal—Shewan, Tomes & Co.  
 TITANIA, Gort an Island, 1,590, May, 15th Dec.—Maj 10th Dec.  
 WARMING, British str., 1,170, M. Courtney, 14th Dec.—Tientsin 8th Dec. and Chetoo 10th, General—Jardine, Matheson & Co.

**CLEARANCES.**  
 AT THE HARBOR MASTER'S OFFICE.  
 15th December.  
 Delta, British str., for Shanghai.  
 Hanoi, French str., for Hiphong.  
 Hoping, British str., for Bangkok.  
 Royal, German str., for Bangkok.  
 Waiching, British str., for Canton.

**DEPARTURES.**  
 15th December.  
 DERWENT, British str., for Saigon.  
 HANSON, British str., for Canton.  
 HANGSANG, British str., for Cebu.  
 LOTHIAN, German str., for Bangkok.  
 PAKIA, German str., for Bangkok.  
 PALEMO, American str., for San Francisco.  
 SINGAPORE, British str., for Amoy.  
 ZAFIRO, British str., for Manila.

**SHIPPING REPORTS.**  
 The British str. *Brigade* reports: Fresh to strong monsoon and high sea throughout.  
 The German str. *Chowat* reports: High well, strong N.E. monsoon and heavy sea.  
 The Chinese str. *Kong Ping* reports: Expected strong N.E. wind and cloudy weather throughout.  
 The British str. *Glenkote* reports: Light moderate wind, smooth sea and fine clear weather; wind from N. to N.E. and E. south of Paracel; strong easterly winds and high sea and cloudy fine weather until end of passage.

## VESSELS IN DOCK.

14th December.  
 Kowloon Dock—*Ena*, H.M.S. *Virago*.  
 H.M.S. *Wing*, *Germania*, *Paul Ben*, *Kuon*, *Chow*, *Hilary*, *Latang*, *Bangkok*, H.M.S. *Oberon*, *Polina*.  
 Hong Kong Dock—*Hankow*, H.M.S. *Alacrity*.

## VESSELS ON THE BERTH

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
 VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).  
 PROPOSED SAILINGS FROM HONGKONG.  
 "LOTHIAN" ... 14th Dec.  
 "ARROLL" ... 18th Dec.  
 For Freight and further information, apply to DODWELL & CO., LD., Agents.  
 Hongkong, 30th November, 1905. 2105-2135

FOR SHANGHAI, YOKOHAMA AND KOBE.

**THE Steamship**  
 "BRIGAVI"  
 Captain Ross, will be despatched for the above ports on MONDAY, the 18th inst., at 5 P.M.  
 HAMBURG-AMERICA LINE.  
 Hongkong Office.  
 Hongkong, 12th December, 1905. 2805

NORDEUTSCHER LLOYD, BREMEN.  
 IMPERIAL GERMAN MAIL LINE.  
 JAPAN-CHINA-AUSTRALIA LINE.  
 FOR YOKOHAMA AND KOBE.

**THE Steamship**  
 "PRINZ WALDEMAR"  
 Captain Woltemde, will be ready to load for the above ports on MONDAY, the 18th inst.  
 This splendid steamer is specially fitted for Passengers, and is installed throughout with Electric Light.  
 A duly qualified Surgeon and Stewardess are carried.  
 For Freight or Passage, apply to NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.  
 Hongkong, 14th December, 1905. 12829

FOR SINGAPORE, PENANG AND CALCUTTA.

**THE Steamship**  
 "GREGORY APCAR"  
 Captain J. G. Olcott, will be despatched for the above ports on TUESDAY, 19th inst., at 3 P.M.  
 For Freight or Passage, apply to DAVID SARGENT & CO., LD., Agents.  
 Hongkong, 13th December, 1905. 2799

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON

**THE Company's Steamship**  
 "GREGORY APCAR"

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL.	SIMLA	Brit. str.	1 m.	C. D. Goldsmith, R.N.E.	P. & O. S. N. Co.	To-day, at Noon.
AMSTERDAM, LONDON & ANTWERP.	RECTOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 19th inst.
AMSTERDAM, LONDON & ANTWERP.	TYDEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	IDOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	STENTOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	SAINT BEDE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	ANTENOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	ARMAND BRIC	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	BENLOMOND	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	PRINZ HEINRICH	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	SYRONIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	AMBBIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	BRISAVIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	RHENANIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	NIPPON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	PARLON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	PATROCLOS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	LOTHIAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	INDRANI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	COULSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	HIDES	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	EMPEROR OF CHINA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	ATHEANIAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	LYRA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	TELEMACHUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	MINNESOTA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	ARAGONIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	DAKOTA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	AUSTRALIAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	CHANGSHA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	PRINZ WALDEMAR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	PRINZ WALDEMAR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	CHINGTU	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	CHOTANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	KWANSE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	DELTA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	BERGAVIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	HANGSANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	PAOTING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	CHINA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	TRIUMPH	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	DECEMA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	DAIJI MARU	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	DAIJI MARU	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	FAITHFUL	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	SEAL	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	LOONGSANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	TEAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	YUENSANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	RUBI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	ZAFIRO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	SUKIANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	SUIKANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	GREGORY APCAR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	LAISANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP.	YULATAT	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.

## GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:  
 "MINNESOTA," Captain J. H. RINDER, About TUESDAY, 19th DECEMBER, 1905.  
 "DAKOTA," Captain E. FRANKCE, About SATURDAY, 27th JANUARY, 1906.  
 Carrying Cargo to the Pacific Coast, United States, and Canadian Overland and Common Points, also Passengers to the United States, Europe, &c.  
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.  
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.  
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.  
 For Freight or Passage, apply to NIPPON YUSEN KAISHA, AGENTS. [2720]

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
 FOR SINGAPORE, PENANG & CALCUTTA "SUISANG" ... Saturday, 16th Dec., 2 P.M.  
 "LOONGSANG" ... Saturday, 16th Dec., 4 P.M.  
 "CHOYSANG" ... Saturday, 16th Dec., 3 P.M.  
 "HANGSANG" ... Wednesday, 20th Dec., 4 P.M.  
 "YUENSANG" ... Friday, 22nd Dec., 4 P.M.  
 "LAISANG" ... Saturday, 23rd Dec., 3 P.M.  
 These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 Taking Cargo on Through Bills of Lading to Chetoo and Yangtze Ports.  
 For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. 18  
 Hongkong, 13th December, 1905.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.  
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the "EMPRESS LINE." Saving 3 to 7 days' Ocean Travel.  
 12 DAYS YOKOHAMA to VANCOUVER.  
 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).  
 LEAVE HONGKONG ARRIVE VANCOUVER  
 "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 10th Jan. ... 31st Jan.  
 "ATHENIAN" ... 3,882 ... WEDNESDAY, 24th Jan. ... 17th Feb.  
 "EMPRESS OF INDIA" ... 6,000 ... WEDNESDAY, 7th Feb. ... 28th Feb.  
 "TAITAR" ... 4,425 ... WEDNESDAY, 21st Feb. ... 17th Mar.  
 "EMPRESS OF JAPAN" ... 6,000 ... WEDNESDAY, 7th Mar. ... 28th Mar.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.  
 Hongkong to London, 1st Class ... Via St. Lawrence 260; via New York 262.  
 Intermediate on Steamers ... 240; and 1st Class Rail ... 242.  
 R.M.S. "TAITAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

THE Company's Steamship "GREGORY APCAR"

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND PORTLAND, OREGON.  
 SEA OF JAPAN, MOBI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
 "ARAGONIA" ... 3,188 Tons ... Ernest ... December 19th, 1905.  
 "NICOMEDIA" ... 4,370 Tons ... Wagoner ... December 22nd, 1905.  
 "NUMANTIA" ... 4,370 Tons ... Feldmann ... January 7th, 1906.  
 Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, ACTING GENERAL AGENT.  
 Hongkong, 11th December, 1905. 113

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Almond	Manila	On 23rd Dec., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 30th Dec., Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. 16  
 Hongkong, 16th December, 1905.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).  
 S.S. "INDRANI" ... On 21st December.  
 For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. 1004  
 Hongkong, 11th December, 1905.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON &c. VIA USUAL PORTS	SIMLA	Noon, 16th Dec.	See Special Advertisement.
OF CALL	C. D. Goldsmith, R.N.E.	December	
	DELTA	About 16th	Freight and

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship**  
 "SIMLA"  
 Captain C. D. Goldsmith, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 16th December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Macedonia*, 10,500 tons, from Colombo, Passengers' accommodation, which vessel is secured before departure from Hongkong. Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Caledonia*, due in London on 27th January.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to E. A. HEWITT, Superintendent.  
 Hongkong, 4th December, 1905. 1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

**THE Company's Steamship**  
 "CHINA"  
 Captain Tomonovich, will leave for the above places on FRIDAY, the 22nd inst., at Noon.  
 For Freight or Passage, apply to SANDER, WIELER & CO., Agents.  
 Hongkong, 14th December, 1905. 13

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
**THE Company's Steamship**  
 "NIPPON"  
 Captain L. Soich, will be despatched as above on FRIDAY, the 22nd inst., at 3 P.M.  
 This steamer has accommodation for passengers; electric light and carries a doctor.  
 For information as to Passengers and Freight, apply to SANDER, WIELER & CO., Agents.  
 Hongkong, 6th December, 1905. 13

IMPERIAL GERMAN MAIL LINE.  
 NORDEUTSCHER LLOYD, BREMEN.  
 JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 19th January, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemde, with Mails, Passengers and Cargo, will leave this port as above.  
 The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
 Linen can be washed on board.  
 For Further Particulars, apply to MELCHERS & CO., Agents.  
 Hongkong, 14th December 1905. 12821

FOR SAN FRANCISCO.

**THE Steamship**  
 "DAKOTAH"  
 Captain Ross, will be despatched for the above port on or about TUESDAY, 19th January.  
 For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.  
 Hongkong, 21st November, 1905. 12626

## HONGKONG-MACAO LINE

S.S. "WING CHEAI"

Captain T. Austin, R.N.E.

THIS Steamer departs from Hongkong, on Week Days, at 8 A.M.; and on Sundays at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits.

Fares—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 10 cents.

Every Sunday will be on Excursion, at the following rates:

1st and 2nd Class Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 10 cents; Steerage 10 cents.

Meals can be had on board.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.

The Steamer is lit throughout by Electricity.



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND HUNTER PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 29th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 2nd January.
GLASGOW and LIVERPOOL	"SAINT BEDE"	On 2nd January.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 9th January.
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th January.
GLASGOW and LIVERPOOL	"OOPACK"	On 23rd January.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 24th January.
GLASGOW and LIVERPOOL	"ACHILLES"	On 30th January.
GLASGOW and LIVERPOOL	"PELEUS"	On 6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th February.

## HOMEWARDS.

FROM	STEAMERS	DATE
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 19th December.
GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 20th December.
AMSTERDAM, LONDON and ANTWERP	"TYDEUS"	On 2nd January.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.
GENOA, MARSEILLES and LIVERPOOL	"PAKLING"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"ANTENOR"	On 27th February.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"TELEMACHUS"	On 1st January.
HAMA	"NINGCHOW"	On 24th January.

## WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	On 26th December.
	"PINGSUEY"	On 26th January.

For Freight, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th December, 1905.

# CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	DATE
SHANGHAI	"KWANGSE"	On 18th December.
MANILA	"TEAN"	On 19th December.
SHANGHAI	"PAOTING"	On 21st December.
YOKOHAMA and KOBE	"CHINGTU"	On 22nd December.

FROM	STEAMERS	DATE
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 27th December.

CEBU and HONOLULU

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, and fully qualified Surgeon on board.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th December, 1905.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
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LYRA	4,417	G. V. Williams	Wednesday, December 27th
PLEIADIS	3,753	F. G. Purinton	to follow.
SHAWMUT	9,606	E. V. Roberts	Wednesday, January 24th

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 15th December, 1905.

# HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATE.
SITHONIA	HAVRE, BREMEN and HAMBURG	On 24th Dec. Freight.
Capt. H. Brehmer	(Calling at Singapore, Penang and Colombo)	
NUBIA	HAVRE and HAMBURG	On 27th Dec. Freight.
Capt. Habel	(Calling at Singapore, Penang and Colombo)	
AMBERIA	HAVRE and HAMBURG	On 16th Jan. Freight.
Capt. Wunneberg	(Calling at Singapore, Penang and Colombo)	
BRISGAVIA	HAVRE and HAMBURG	On 25th Jan. Freight.
Capt. Russ	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAVRE and HAMBURG	On 7th Feb. Freight & Passengers.
Capt. Forck	(Calling at Singapore, Penang and Colombo)	

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by electricity. Daily qualified doctor and stewardess are carried.

For Further Particulars apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, King's BUILDINGS.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON, 1906.

## PROPOSED SAILINGS OF MAIL STEAMERS

## FOR

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to	Due at MARSEILLES (Brindisi 2 days earlier)	Due at LONDON (1 day later)
ARCADIA ... 7000 tons	Feb. 10	BRITANNIA ... 7000 tons	Mar. 10	Mar. 16
DELHI ... 8000 tons	Feb. 24	MOLDAVIA ... 10000 tons	Mar. 24	Mar. 30
DONGOLA ... 8000 tons	Mar. 10	MONGOLIA ... 10000 tons	Apr. 7	Apr. 13
DELTA ... 8000 tons	Mar. 24	MOOLTAN ... 10000 tons	Apr. 21	Apr. 27
OCEANA ... 7000 tons	Apr. 7	MARHORA ... 10000 tons	May 5	May 11
ARCADIA ... 7000 tons	Apr. 21	VICTORIA ... 7000 tons	May 20	May 26
DEVANHA ... 8000 tons	May 5	HIMALAYA ... 7000 tons	June 3	June 9
DONGOLA ... 8000 tons	May 19	INDIA ... 8000 tons	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer ship to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at times of booking.

In addition to the above Mail Steamers the following—

## INTERMEDIATE (non-shipment) STEAMERS

## WILL LEAVE FOR

## LONDON.

## CARRYING SALOON PASSENGERS AT REDUCED RATES.

	TONNAGE	about	about	about
† JAPAN ... ..	4500	Feb. 14	Feb. 23	Mar. 31
SUMATRA ... ..	5000	Feb. 28	Mar. 9	Apr. 14
NUBIA ... ..	6 00	Mar. 14	Mar. 23	Apr. 28
† JAVA ... ..	4500	Mar. 28	Apr. 6	May 12
† FORMOSA ... ..	4500	Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* "JAPAN," "CEYLON" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st December, 1905.

# IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	1905
PRINZ HEINRICH	20th December	1905
PRINZ HILF FRIEDRICH	3rd January	1906
GREISENAU	17th January	
ROON	31st January	
PREUSSEN	14th February	
ZIEFEN	28th February	
PRINZESS ALICE	14th March	
BAYERN	28th March	
PRINZ REGENT LUITPOLD	11th April	
PRINZ HILF FRIEDRICH	25th April	
SACHSEN	9th May	
PRINZ HEINRICH	23rd May	
ROON	6th June	
PREUSSEN	20th June	
ZIEFEN	4th July	
OLDENBURG	18th July	
BAYERN	1st August	
PRINZ REGENT LUITPOLD	15th August	
PRINZ HILF FRIEDRICH	29th August	

ON WEDNESDAY, the 20th day of DECEMBER, 1905, at Noon, the Steamship "PRINZ HEINRICH," Captain Groesch, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 18th December. Cargo and Spoils will be received on Board until 5 P.M. on TUESDAY, the 19th December, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 19th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 7th December, 1905.

# OSAKA SHOSEN KAISHA.

## REGULAR STEAMSHIP SERVICES BETWEEN

## HONGKONG, SOUTH CHINA COAST PORTS

## AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—

## SUBJECT TO ALTERATION.

THE CO'S S.S.	LEAVING
"DAIJIN MARU"	SUNDAY, 17th Dec., at 10 A.M.
"H. OHTA"	SUNDAY, 24th Dec., at 10 A.M.
"DAIGI MARU"	SUNDAY, 24th Dec., at 10 A.M.
S. TAGAMI	
THE CHARTERED S.S.	LEAVING
"DECEMA"	SUNDAY, 17th Dec., at 10 A.M.
Schlicker	
"TRIUMPH"	WEDNESDAY, 20th Dec., at 10 A.M.
A. HANSEN	
"FRITHJOF"	WEDNESDAY, 27th Dec., at 10 A.M.
H. A. HAALESEN	

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* For Freight, Passage, and further information, apply to the Company's local Branch Office at No. 3, Des Voeux Road Central.

Hongkong, 15th December, 1905.

T. ARIMA, Manager.

Hongkong, 15th December, 1905.

Hongkong, 15th December, 1905.

Hongkong, 15th December, 1905.

Hongkong, 15th December, 1905.

Hongkong, 15th December, 1905.

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Hongkong, 15th December, 1905.

Hongkong, 15th December, 1905.

Hongkong, 15th December, 1905.

# BOVRIL

## Supplies Energy.

Bovril gives Strength to Resist Disease and greatly aids recovery from exhausting illness.

# JAPAN COALS.

# MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, 105, HUNTER STREET.

## OTHER BRANCHES.

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Cheloo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Matsuyama, Hakodate, Tsushima, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinokami, Mamoda, Mannoura, Onoda, Onji, Sasebura, Tsubokura, Yoshinokami, Yoshio, Yunkobara, and other Coals.

S. MINAMI, Manager, Hongkong.

## VESSELS ON THE BERTH

## "BEN" LINE OF STEAMERS.

## FOR MARSEILLES AND LONDON.

## THE Steamship

## "BENLOMOND."

Captain Henderson, will be despatched as above on or about the 23rd inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th December, 1905.

## COMPAGNIE DES MESSEAGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

## THE Steamship

## "ARMAND BEHIC."

Captain Guinot, will be despatched for MARSEILLES on TUESDAY, the 20th December, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "ERNEST SIMONS" ... 9th Jan.

S.S. "POLYNESIE" ... 23rd Jan.

S.S. "CALEDONIE" ... 6th Feb.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th December, 1905.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

## "AUSTRALIAN."

Captain W.G. McArthur, will be despatched for the above ports on WEDNESDAY, the 27th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.



## POST OFFICE NOTICES.

## CHRISTMAS CARDS.

Christmas Cards (if prepaid at Printed Matter rates) must be posted either in an unfastened envelope in a cover which can be easily removed for the purpose of examination without breaking any seal or tearing any paper or separating any adhering surfaces. Covers may be secured with string.

Cards in closed envelopes with notched ends or corners cut will be taxed as letters. The best method of sending cards is to enclose them in an envelope with the flap turned in.

Mails for CANTON, SAMSHUI and WUHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

Mails for NANTAO, SANBU, KONGMOON, KUMCHUK, SAMSHUI, WUHOW and CANTON are closed every weekday at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE
SHANGHAI	Delia	Saturday, 16th, 9.00 A.M.
Hai Phong	Delia	Saturday, 16th, 9.00 A.M.
Swatow	Delia	Saturday, 16th, 9.00 A.M.
Swatow and Deli	Delia	Saturday, 16th, 10.00 A.M.
Shanghai	Delia	Saturday, 16th, 10.00 A.M.

EUROPE, &c., India via Tientsin. Extra (Latter Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Supplemental mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)  
The Parcel mail will be closed to-day at 5 p.m.

Shanghai	Saturday, 16th, 1.00 P.M.
Singapore, Penang and Calcutta	Saturday, 16th, 1.00 P.M.
Manila	Saturday, 16th, 1.15 P.M.
Chingking	Saturday, 16th, 2.00 P.M.
Swatow, Singapore and Bangkok	Saturday, 16th, 2.00 P.M.
Singapore and Bangkok	Saturday, 16th, 2.00 P.M.
Swatow, Amoy and Tamsui	Saturday, 16th, 2.00 P.M.
Poochow	Saturday, 16th, 2.00 P.M.
Swatow and Bangkok	Saturday, 16th, 2.00 P.M.
Macao	Saturday, 16th, 2.00 P.M.
Shanghai, Yokohama and Kobe	Saturday, 16th, 2.00 P.M.
Shanghai, Yokohama, Kobe, Yokohama and Seattle	Saturday, 16th, 2.00 P.M.
Moji, Kobe, Yokohama and Portland	Saturday, 16th, 2.00 P.M.
Macao	Saturday, 16th, 2.00 P.M.
Singapore, Penang and Calcutta	Saturday, 16th, 2.00 P.M.
Manila	Saturday, 16th, 2.00 P.M.

EUROPE, &c., India via Tientsin. Extra (Latter Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Wednesday, 20th, 1.15 P.M.
Shanghai	Wednesday, 20th, 2.00 P.M.
Amoy, Swatow and Bangkok	Wednesday, 20th, 2.00 P.M.
Shanghai, Moji, Kobe and Yokohama	Wednesday, 20th, 2.00 P.M.
Macao	Thursday, 21st, 1.15 P.M.
Shanghai	Thursday, 21st, 2.00 P.M.
Moji, Kobe, Yokohama, Victoria B.C. & Tacoma	Thursday, 21st, 2.00 P.M.
Macao	Friday, 22nd, 1.15 P.M.
Shanghai	Friday, 22nd, 2.00 P.M.
Yokohama and Kobe	Friday, 22nd, 2.00 P.M.
Manila	Friday, 22nd, 2.00 P.M.
Macao	Saturday, 23rd, 1.15 P.M.
Singapore, Penang and Calcutta	Saturday, 23rd, 2.00 P.M.

TO-DAY.  
Ordinary Meeting of the China Traders Insurance Co., Ltd., noon.  
Performance of "The Shaughnessy" by the Victoria Amateur Dramatic Club, St. Patrick's Club Theatre, 8.30 p.m.

## COMMERCIAL.

## GLASSING QUOTATIONS

ON LONDON.	15th December.
Telegraphic Transfer	2.00
Bank Bills, on demand	2.00
Bank Bills, at 30 days sight	2.00
Bank Bills, at 4 months sight	2.00
Credit, at 4 months sight	2.00
Documentary Bills, 4 months sight	2.00
ON PARIS.	
Bank Bills, on demand	2.00
Credit, at 4 months sight	2.00
ON GERMANY.	
On demand	2.00
ON NEW YORK.	
Bank Bills, on demand	2.00
Credit, 60 days sight	2.00
ON HAMBURG.	
Telegraphic Transfer	1.50
Bank, on demand	1.50
ON CALCUTTA.	
Telegraphic Transfer	1.50
Bank, on demand	1.50
ON SHANGHAI.	
Bank, at sight	7.15
Private, 30 days sight	7.20
ON YOKOHAMA.	
On demand	1.00
ON MANILA.	
On demand	1.00
ON SINGAPORE.	
On demand	1.00
ON HONGKONG.	
On demand	1.00
ON BANGKOK.	
On demand	1.00
ON SOERABAYA.	
On demand	1.00
ON LIAISON.	
On demand	1.00
ON BAR SILVER.	
per oz.	20.4

## OPIUM.

Quotations are—	Allow 100 to 1 cent.
Malwa New	11030 to
Malwa Old	11060 to
Malwa Older	11110 to
Malwa V. Old	11180 to
Malwa fine quality	11150 to
Malwa extra fine	11200 to
Patna New	11725 to
Patna Old	11855 to
Benares New	11835 to
Benares Old	11915 to

## VESSELS EXPECTED.

THE GERMAN MAIL.  
The I.G.M. str. *Graessner* left Colombo on Friday, p.m., and may be expected here on Wednesday, the 20th Dec.

THE AMERICAN MAIL.  
The P.M. str. *Mongolia* sailed from Yokohama on the 8th Dec., and is due here on the 19th Dec.

The P.M. str. *China* will leave Yokohama for Hongkong via Manila on the 15th Dec., and is due here on the 27th Dec.

THE CANADIAN MAIL.  
The C.P.R. str. *Empress of China* arrived at Nagasaki at 8 a.m. on Thursday, the 14th Dec., and left again at 3 p.m. same day for Shanghai, where she is due to arrive at 2 a.m. to-day.

THE P. & A. str. *Nicomede* left Astoria on the 14th Nov., and is due here to-day.

The P. & O. str. *Malacca* left Singapore for this port on the 11th Dec. at noon.

The H.A.L. str. *Brigitte*, from Hamburg, left Singapore for this port on the 8th Dec., p.m., and may be expected here to-day, a.m.

## JOINT STOCK SHARES.

Hongkong, 15th December.

COMPANY.	PAID UP.	QUOTATIONS.
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Alhambra	\$200	\$100, buyers
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Bank—		
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Hongkong & Shanghai	\$125	\$870, sellers
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National B. of China	\$25	\$38, buyers
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Bell's Assurance E. & A.	\$25	\$7, sellers
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China-Borneo Co.	\$10	\$10, sellers
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China Light & P. Co.	\$10	\$9, sellers
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China Provident	\$10	\$9, sellers
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Cotton Mills—		
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Kowloon	\$15	\$15, sellers
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International	\$15	\$15, sellers
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Laon Kung-Mow	\$15	\$15, sellers
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Soychew	\$15	\$15, sellers
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Dairy Farm	\$15	\$15, sellers
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Docks and Wharves—		
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Farmanham & Co.	\$15	\$15, buyers
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H. & K. Wharf & G.	\$50	\$108, buyers
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H. & W. Dock	\$50	\$103, sellers
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New Amoy Dock	\$10	\$17, sellers
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Shai & H. Wharf	\$10	\$17, sellers
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Penwick & Co. Geo.	\$25	\$25, sellers & buy.
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Island Cement	\$10	\$24, sellers
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Hongkong & C. Gas	\$10	\$17, buyers
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Hongkong Electric	\$10	\$17, buyers
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H. C. L. Tramway	\$10	\$21, buyers
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Hongkong Hotel Co.	\$50	\$150, sellers
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Hongkong Ice Co.	\$25	\$25, sellers
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Hongkong Rope Co.	\$50	\$102, sellers
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H. K. S. Waterboat	\$10	\$13, sellers
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Insurance—		
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China Fire	\$50	\$325, sellers
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China Traders	\$25	\$57, sellers
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Hongkong Fire	\$50	\$340, sellers
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North China	\$50	\$116, sellers
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Union	\$100	\$720, sellers
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Yangtze	\$50	\$170, sellers
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Land and Building—		
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Hongkong Land	\$100	\$125, sellers
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Humphrey's Estate	\$10	\$12, sellers
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Kowloon Land & B.	\$50	\$140, buyers
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Shanghai Land	\$10	\$112, sellers
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Westpoint Building	\$50	\$55, sellers
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Mining—		
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Charbonnages	\$25	\$400, buyers
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Kaibai	\$10	\$31, buyers
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Philippine Co.	\$10	\$5, sellers & buy.
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Refineries—		
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China Sugar	\$100	\$205, sellers
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London Sugar	\$100	\$25, sellers
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Steamship Companies—		
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China and Manila	\$25	\$20, sellers
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Douglas Steamship	\$25	\$35, buyers
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H. C. L. & M.	\$10	\$24, sellers
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Indo-China S.N. Co.	\$10	\$62, sellers
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Shell Transport Co.	\$1	\$2.6, sellers
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Do. Preference	\$1	\$2.6, sellers
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Star Ferry	\$10	\$32, sellers
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Do. New	\$5	\$23, sellers
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Shanghai & H. Dyeing	\$25	\$50, sellers
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South China M. Post.	\$25	\$24, sellers
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Steam Laundry Co.	\$5	\$3, sellers
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Do.	\$5	\$3, sellers
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Stores & Dispensaries—		
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Campbell, M. & Co.	\$10	\$30, sellers
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Powell & Co. Wm.	\$10	\$11, sellers
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Watkins	\$10	\$6, sellers
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Watson & Co. A.S.	\$10	\$124, buyers
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United Asbestos	\$5	\$30, sellers
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Do. Foundry	\$10	\$10, sellers
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VENNON &amp; SMYTH, B. &amp; S.

## RUINART PERE &amp; FILS, REIMS.

Established 1719.

## CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality

Extra D. (Grand Sec.)

LAURE WEGENER &amp; CO.,

Sole Agents.

Hongkong, 17th May, 1905.

## MITSU BISHI GOSHI-KWAISHA

## (MITSU BISHI CO.)

## COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

Sanyo, Kishu, and the other Principal Railways.

which applies to all Branch Offices and Hong-

kong and Shanghai Agents.

A1, ABC 5th Edition, Western Union Codes

used.

All Letters Addressed—

MANAGER, MITSU BISHI CO., with name of

place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU

AND HANKOW.

AGENTS—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. J. JEFFRIES.

MANILA: MACDONALD &amp; CO.

CHINKIANG: GIBSON &amp; CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the

Imperial Armies; the Imperial Railway

Sanyo, Kishu, and the other Principal Rail-

ways; Industrial Works; Home and Foreign

Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North

China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Uchi, Shinetsu, Nanzatsu and Kami-Yamada

Collieries and also Hojo Colliery, which will

shortly be ready to produce on a large scale the

best quality Coal.

Sole Agents for Kigyo, Komatsu (Tagawa) and

Yashimochi Collieries (Karatsu).

The Head and Branch Offices and the Agencies

of the Company will receive any order for

Coal produced from the above Collieries.

Coal sold in 1904 by the Company amounted

to 1,520,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima

Colliery have been completed and this well-

known, best and most economical steam Coal in

the EAST is now produced in abundance and

can be supplied in any quantity.

Hongkong, 15th February, 1905. [108]

## NOTICES TO CONSIGNEES

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## FROM NEW YORK VIA SUEZ CANAL.

## THE Steamship

## "MONTROSE."

Captain Robt. Glegg, having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 11th December, 1905. [2798]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "BENAVON."

## FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 1







For years inventors have striven in vain to make an IMITATION DIAMOND that would replace the real, and it was practically conceded an impossibility.

**SCIENTISTS  
EXPERTS  
INVENTORS**

ARE

**AMAZED**

at our discovery of the beautiful, brilliant, sparkling, hard and everlasting

**LUCIOS SCIENTIFIC DIAMONDS**  
**A NEW DISCOVERY.**

Up to the present the composition of this marvellous imitation has baffled everyone.

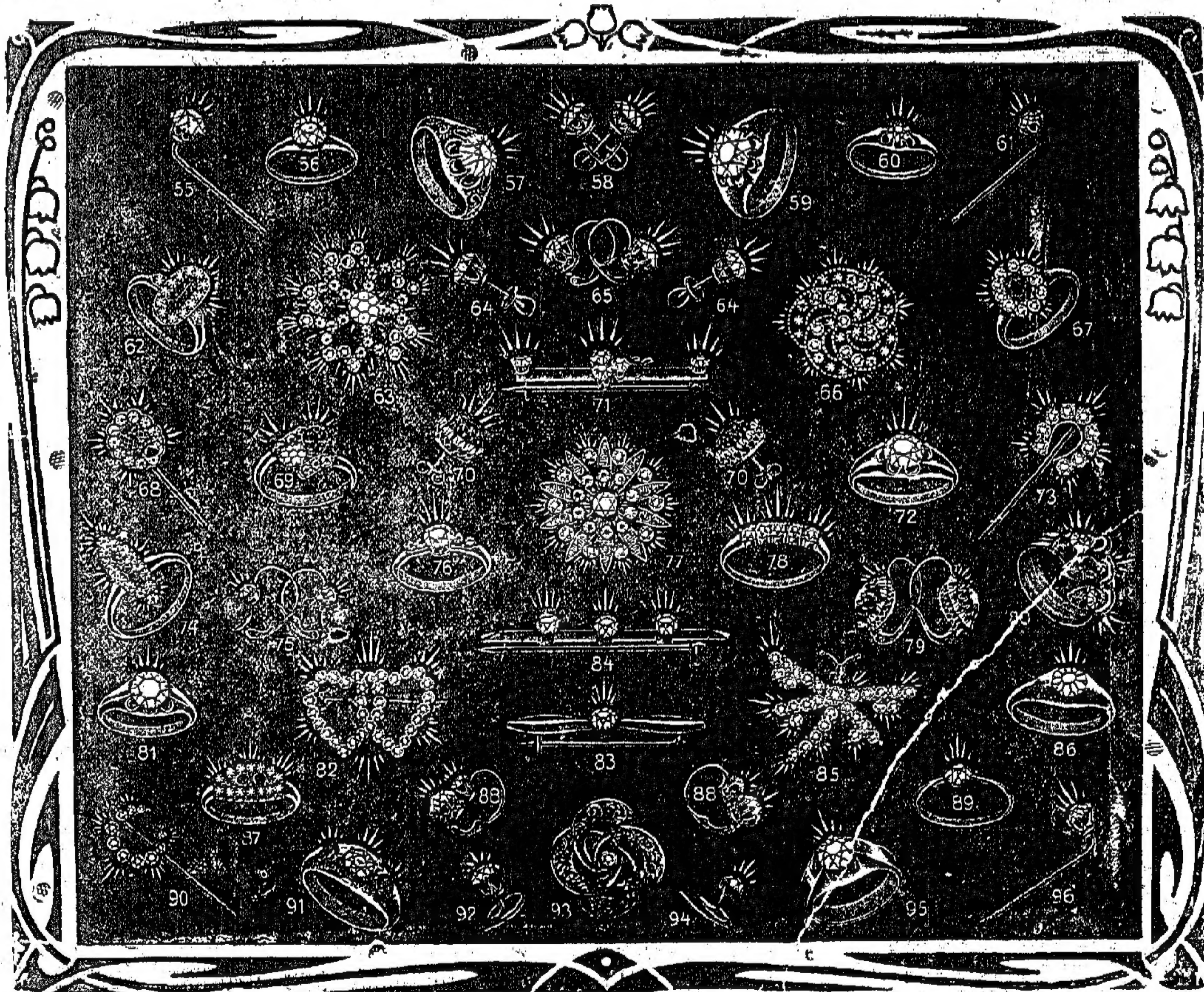
IN ORDER TO INTRODUCE THESE WONDERFUL STONES QUICKLY,  
WE HAVE MADE THE PRICE ONLY

**5**

**Dollars Each**

INCLUDING

**MOUNTING.**



**5**

**Dollars Each**

INCLUDING

**MOUNTING**

After same are thoroughly introduced they will be sold by accredited agents by the carat the same as real diamonds.

**LUCIOS SCIENTIFIC DIAMOND PALACE,**  
**62, QUEEN'S ROAD, HONGKONG.**